Near and Old North End

Neighborhood Transportation Plan

January 18th, 2018

Kathleen Krager

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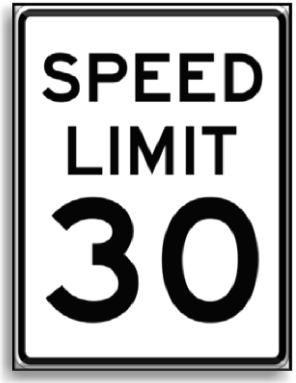
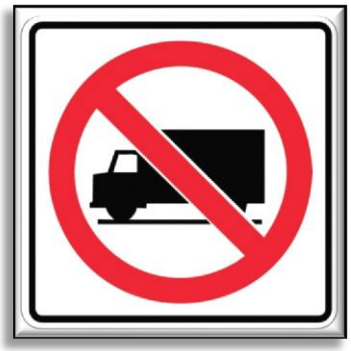
Previous Meetings

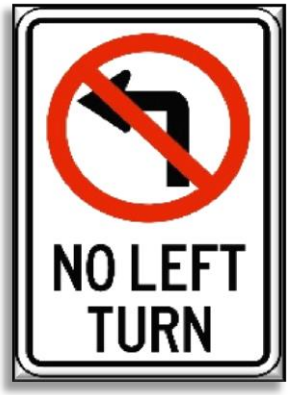
August Meeting: What did the neighborhood want?

December Meeting: What are the next steps?

- Reduced speed limits
- Truck Route Change
- Left Turn Restrictions at Wood Ave.







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BICYCLE INFRASTRUCTURE

Bicycle Infrastructure

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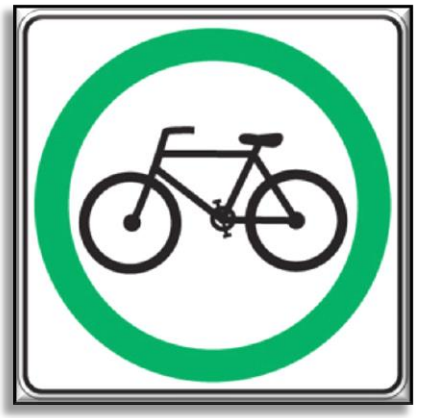
❖ Bike Facilities Criteria:

- Need On-Street Bike Lanes
- Need Connection with Downtown
- Need East/West Connection
- Traffic Control at Busy Intersections



❖ Consistency with Other City Plans:

- Experience Downtown Master Plan
  - ✓ Bike Lanes on Weber St. and Cascade Ave.
- Bike Master Plan
  - ✓ Connected On-Street Facilities

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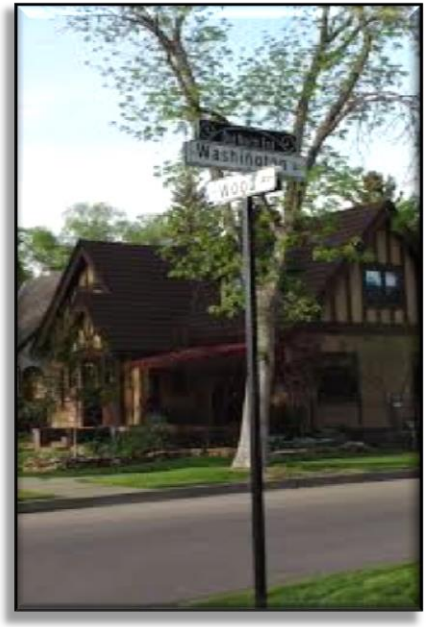
Analysis of Potential North/South Streets

North/South Analysis

❖ Wood Avenue

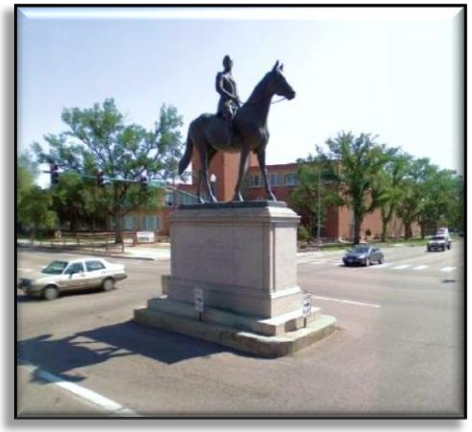
- No Connection to Downtown
- No Controlled Crossing at Busy Streets (e.g. Uintah St.)



❖ Cascade Avenue

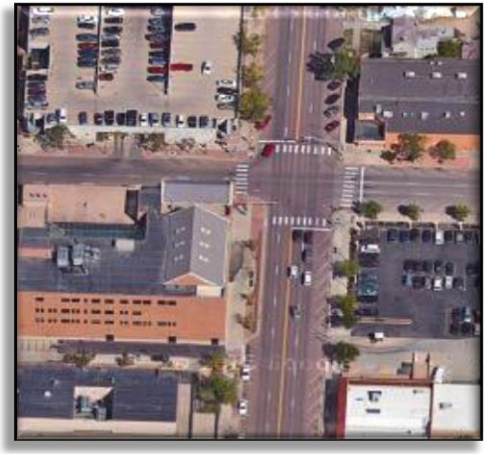
- Connects to Downtown Bike Lanes
- Traffic Control at Busy Streets
- Room for Bike Lanes Needed
  - ✓ Reduce Through Lanes (LOS Unchanged)
  - ✓ Remove Parking

North/South Analysis



❖ Nevada Avenue

- Connects to Downtown (Not to Bike Lanes)
- Traffic Control at Busy Streets
- Restricted Intersection at Platte Ave.
- Must Remove Parking to Accommodate Bike Lanes



❖ Weber Street

- Connects to Downtown Bike Lanes
- Traffic Control at Busy Streets
- Future 2C Paving Allows for Restriping
- Reduce 4 Lanes to 3 Lanes
  - ✓ Allows Room without Loss of LOS
- Elimination of Some Diagonal Parking Required

North/South Analysis

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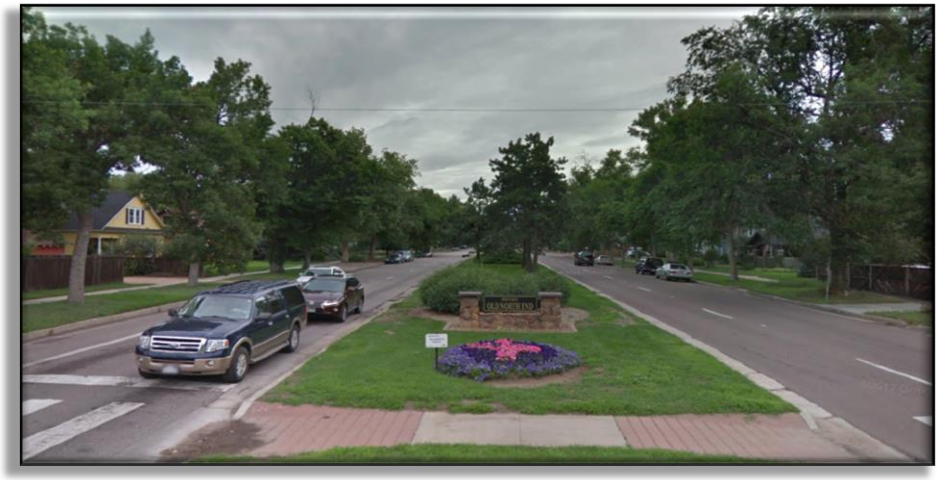
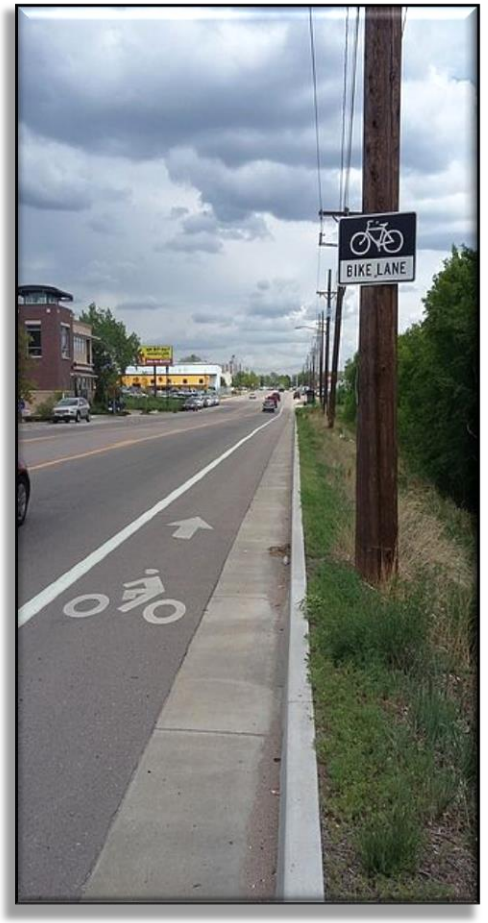
❖ Wahsatch Avenue

- Connects to Downtown (Not to Bike Lanes)
- Traffic Control at Busy Streets
- Need Room for Bike Lanes
  - ✓ Reduce Through Lanes (Increase in Delay)
  - ✓ Remove Parking





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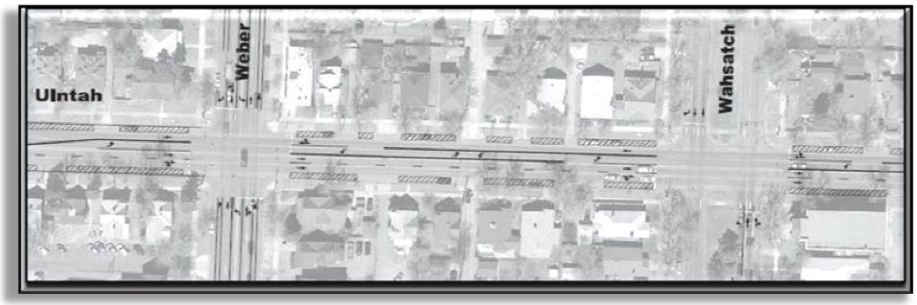
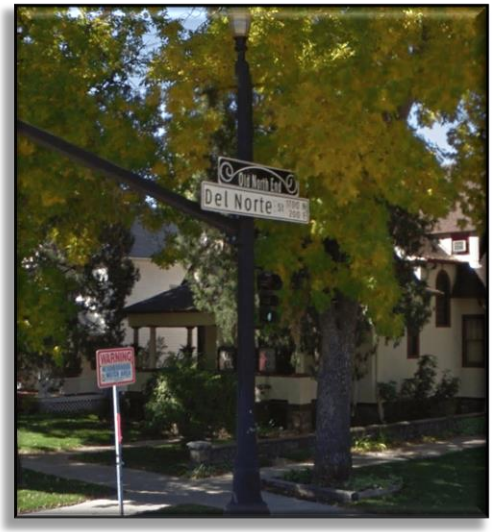
Analysis of Potential East/West Streets

East/West Analysis

❖ Uintah Street

- Not Enough Room for Bike Lanes



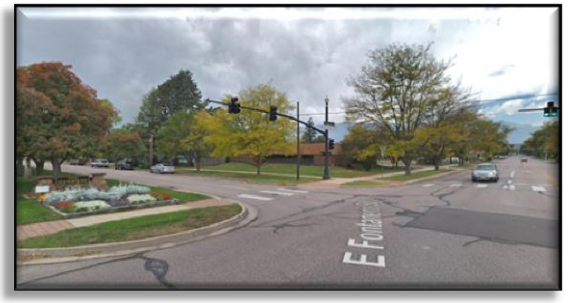


❖ Fontanero Street

- Connects to North/South Facilities
- Traffic Control at Busy Streets
- Room for Bike Lanes Needed
  - ✓ Remove Through Lane (No Loss of LOS)

❖ Local East/West Streets

- No Traffic Control at Busy Streets

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PEDESTRIAN
INFRASTRUCTURE

Pedestrian Infrastructure

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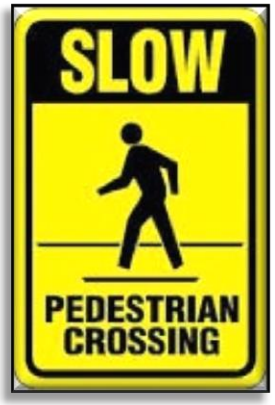
❖ Pedestrian Safety Criteria:

- Uncontrolled Crosswalks Allowed on Two-Lane Streets
- Traffic Controlled Crosswalks on Four-Lane Streets
- Pedestrians and Drivers Share Safety Responsibility



❖ No Underpass/Overpass:

- Requires Extreme Treatment for Usability
- Excessive Expense for Vehicle Volumes
- Underpasses Impractical Due to Utilities
- Impacts Views of Old North End

Pedestrian Infrastructure

❖ Colorado College Ped Crossing of Cascade Ave.:

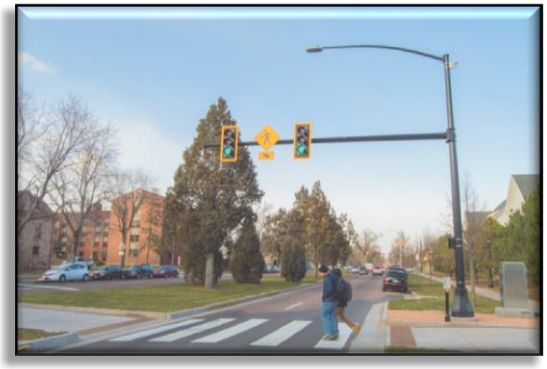
- College will Reduce Crosswalks from 4 to 2
- College will Close/Landscape Median Near New Library
- College will Remove Flashing Lights at All 4 Crossings

❖ Alternatives for Crossings:

- Two-Lane Cascade Ave. with Uncontrolled Crosswalk
- Four-Lane Cascade Ave. with Midblock Signals

❖ Travel Times for Alternatives:

- Two-Lane
  - ✓ Non-Peak = 67 seconds, Peak = 71 seconds
- Four-Lane
  - ✓ Non-Peak = 85 seconds, Peak = 101 seconds



Pedestrian Infrastructure

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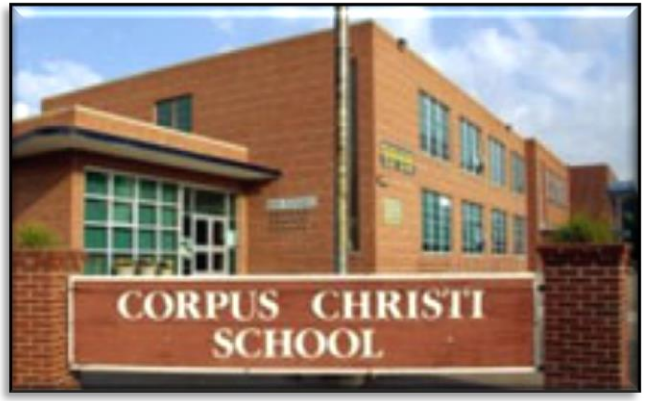
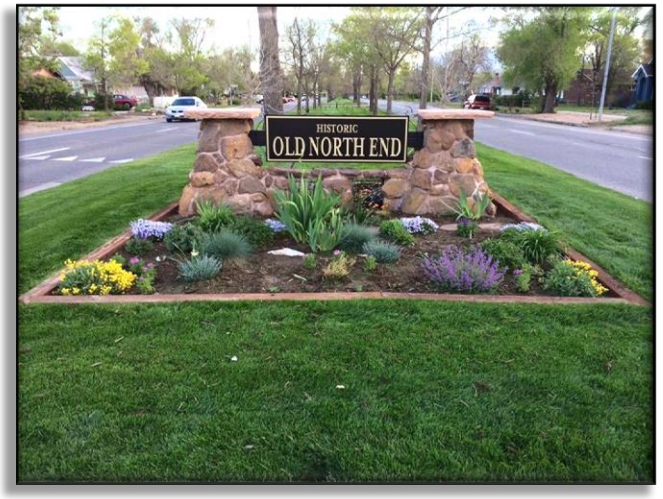
Other Areas Requiring Consideration:

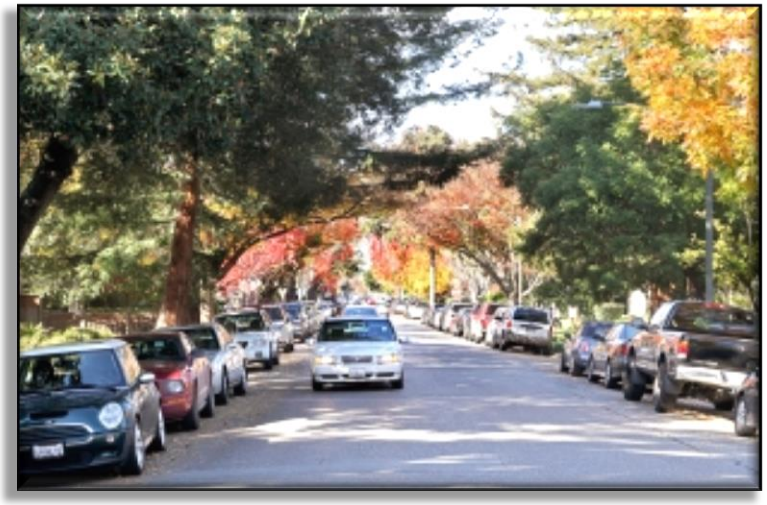
- Steele Elementary
- Corpus Christi School
- Colorado College (Nevada Ave.)
  - ✓ College Agrees to Removal of Southern Crosswalk
  - ✓ College Agrees to Closure/Landscape of Median



Next Steps

- **Parking Area Meetings:**
  - Tim Roberts





- **Median Criteria Meeting:**
  - TBD

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QUESTIONS?

COMMENTS?